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COUNTRY East Germany

REPORT NO.

TOPIC Justerbog-Altes Lager Airfield

EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED

7 December 1953

REFERENCES

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PAGES

3

ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity and aircraft were observed at Justerbog-Altes Lager airfield between 19 October and 13 November 1953:

19 October. No air activity was observed. There were intermittent rain showers.

20 October. There was fog prior to 2 p.m. Between 2 p.m. and 3:30 p.m., 3 bi-planes which had been parked in Hangar No 6 practiced flying. There was no air activity by MiG-15s, or U-MiG-15s.

21 October. Swept-back jet fighters which were parked in Hangars Nos 8 through 10 practiced flying in elements of twos in the morning and individual flying in the afternoon. Throughout the day, a Yak-11 was also seen aloft.

22 October. The swept-back jet fighters parked in Hangars Nos 4 through 6 practiced flying.

23 October. In the afternoon, MiG-15s or U-MiG-15s made three 30-minute flights.

24 October. At 9:15 a.m., a Li-2 landed.

26 October. At 2 p.m. and 3 p.m., one Li-2 each landed. At 4 p.m., an alert was given, and subsequently the four alert aircraft took off within four minutes and flew toward the West. The aircraft landed again at 4:30 p.m. At 4:40, the two Li-2s had taken off.

27 October. No air activity was observed.

28 October. Between 9:30 a.m. and 11 a.m., each of the four alert aircraft took off for an individual flight of about 15 minutes duration. At 1 p.m., a twin-engine monoplane with double rudder assembly landed. The plane took off again at 2 p.m. for a local flight over the training grounds. At 4 p.m., the plane, this time towing an air sleeve, twice circled the training grounds without being fired at.

29 and 30 October. There was no air activity.

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2 November. At 2 p.m., a twin-engine monoplane with double rudder assembly took off. No other aircraft were seen aloft. The four alert planes which were parked at the eastern end of the runway [redacted] were towed to the hangars and in the afternoon¹ replaced by four other swept-back jet planes [redacted]

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3 November. About 1 p.m., 2 Il-10s, [redacted] blue rudder assemblies, landed and were parked in front of the repair hangar. After some time, the aircraft were propped up and work was being done on their landing gears.²

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4 and 5 November. No flying was observed. On 5 November, the two ground attack aircraft on blocks were still observed in front of the repair hangar.

6 to 8 November. There was no flying.

9 November. Activities were resumed at 2 p.m., but no flights were made.¹

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10 November. At 10 a.m., a biplane took off for a 30-minute flight. At 3 p.m., the Il-10s [redacted] took off.² At 3:30 p.m., the biplane which had been parked in Hanger No 6 again took off for a 30-minute flight.

11 November. No flying was observed. There was dense fog. The soldiers drilled near the firing range, while the officers received instruction.¹

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12 November. About 3 p.m., a single-engine monoplane with radial engine which [redacted] a yellow propeller hub took off. At the same time, a MiG-15 [redacted] took off for a 5-minute flight. Shortly before the take-off of the MiG-15, a pilot and a captain wearing a clasp [redacted] on his breast came out of the quartering building No. U 14.³

13 November. No flying was observed. Soldiers were drilling and officers were receiving instruction.

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3. The transport aircraft which landed at the field on 24, 26 and 27 October carried officers with baggage. These officers were to return to the USSR and were temporarily quartered in Building U 14. Prior to 11 November, a train of 40 cars left Altes Lager railroad station daily at about 4 p.m. The officers of various branches of service departed after staying for 2 or 3 days at Altes Lager. The former air technical school also quartered personnel awaiting their return to the USSR.⁵

4. A German town map of Zerbst was seen in the room of Lieutenant Colonel Gerasimov (fnu) who previously had been stationed there. The construction headquarters in Zerbst had still financial claims on the fighter unit.⁶

5. With the beginning of the winter season, the personnel were moved to quartering buildings U 16, 17, 18 and 19 which had better heating facilities.⁷

6. Several officers with air force clasps were observed in the headquarters building. [redacted]

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7. About noon on 30 October, 15 MiG-15s or U-MiG-15s and 3 aircraft with radial engines were observed at the field. At 9:10 a.m. on 2 November, about the same number of MiGs and another aircraft were seen at the field.

8. About 9:30 a.m. on 31 October, a biplane [REDACTED] took off. At 11 a.m., a twin-engine monoplane landed. Subsequently, 5 swept-back jet fighters which had been parked in front of the hangars were towed to the take-off point where their engines were started. About 11:30 a.m., 4 swept-back jet fighters [REDACTED] took off in elements of twos with a distance of not more than 10 meters between the aircraft of a formation. Subsequently, the aircraft assembled in a formation of four and climbed to an altitude of 5,000 to 6,000 meters, with vapor trails visible. The aircraft of the formation landed individually at about 12:15 p.m.. At 11:45 a.m., a swept-back jet fighter had taken off for a local flight. Twenty swept-back jet fighters, 1 biplane and 1 highwing monoplane were parked at the field. Between 9 a.m. and 2 p.m. on 4 November there was no flying. There was a closed ceiling. Five swept-back jet fighters were parked at the eastern end of the runway, while 2 swept-back jet fighters, 1 biplane and 1 highwing monoplane were observed in front of the hangars. Between 4 p.m. and 8 p.m. on 7 November there was no flying. Six swept-back jet fighters were parked at the eastern end of the runway. [REDACTED]

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1. [REDACTED] Comment. Two fighter regiments are believed to be stationed at Jueterbog Altes Lager airfield. [REDACTED] the alert aircraft were repeatedly observed. Aircraft [REDACTED] were reported for the first time, [REDACTED] was previously reported from Laerz.

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2. [REDACTED] Comment. [REDACTED] the Il-10s belong to the ground attack regiment in Finsterwalde which was previously stationed at Jueterbog Altes Lager and Reinsdorf. It is believed that technical work on the aircraft of this regiment is still being performed at Jueterbog.

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3. [REDACTED] Comment. These badges were repeatedly observed. Their meaning is not known.

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4. [REDACTED] Comment. [REDACTED] Buildings Nos 11 and 14 were previously occupied by personnel of the reconnaissance regiment and the ground attack regiment. The present occupation of Building No 11 is unknown. Building No 14 is used as transient billets. [REDACTED]

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5. [REDACTED] Comment. The personnel observed included some going on furlough and others being rotated, as has been observed also at Puetnitz, Finow, Brandenburg-Briest, Welzow, and Neubrandenburg airfields since about mid-September 1953.

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6. [REDACTED] Comment. Lieutenant Colonel Gerasimov (fnu) was previously reported as captain and supply officer of a fighter regiment in Zerbst.

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7. [REDACTED]

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